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JOINT MESSAGEFORM

TOP SECRET

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION IMMEDIATE (NO NIGHT ACTION)	BOOK <input type="checkbox"/> MULTI <input type="checkbox"/> SINGLE <input type="checkbox"/>			
INFO				

FROM:

TO:

SPECIAL INSTRUCTIONS

FOR COL LEDFORD AND MR CUNNINGHAM FROM

THIS MSG HAND CARRIED FROM RANGER

1. THIS EXERCISE COULD NOT HAVE GONE BETTER FROM START TO FINISH AND IN RETROSPECT CANNOT THINK OF ANYTHING THAT SHOULD HAVE BEEN DONE DIFFERENT. WE FINALIZED OUR PLANNED PROCEDURES ENROUTE TO THE LAUNCH POINT AND THE SEQUENCE OF EVENTS DEVELOPED REQUIRED VERY LITTLE ADJUSTMENT AFTER THE FIRST MSN. OUR BIGGEST CONCERN WAS WX WHICH WAS GENERALLY POOR THROUGHOUT OUR STAY IN THE LAUNCH AREA. THE PRIMARY TGT WAS NOT COVERED ON THE FIRST PASS ON THE FIRST MSN BUT A HOLE OPENED 10 MIN LATER ON THE SCHEDULED SECOND PASS AND ALL OF THE AREA, OF INTEREST TO THE P I WAS CLEAR AND SHARP. THIS PLAN WAS VERY <sup>GOOD</sup> SHARP ON THE PART OF HQS. ON THE SECOND SORTIE APPROX 90 PER CENT OF THE ROUTE FLOWN WAS OVERCAST BUT ALL FOUR SCHEDULED TGTS WERE OPEN. WE WOULD AS SOON BE LUCKY AS GOOD.

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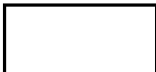
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2. ☐ MADE A PERFECT TAKE OFF ON THE FIRST SORTIE AND THE SHIPS RADAR WAS ABLE TO FOLLOW HIM FOR APPROX 275NM AND OBSERVE HIM RIGHT ON TRACK. HIS INBOUND ROUTE WAS PICKED UP AT APPROX 270 NM DIRECTLY UNDER THE WAX PENCIL MARK TO DENOTE THE TRACK TO THE CARRIER. HE WAS GIVEN RANGE INFO AT THE 100 NM POINT WHICH WAS THE SIGNAL TO BEGIN DESCENT ~~HE~~ BUT NO COURSE CORRECTION WAS NEEDED. HE BROKE OUT OF THE THICK OVERCAST AT APPROX 10 M FT WITH THE CARRIER DEAD AHEAD. HE MADE A GOOD TRAP ON THE FIRST ATTEMPT IN SPITE OF AN UNPREDICTED SEA STATE 4. HIS LANDING WAS WITHIN 30 SECS OF THE PREDICTED 6 HR PLUS 20 MIN FLIGHT. THE SHIPS COMPANY WAS IMPRESSED.

3. ON THE SECOND SORTIE BRAVO AND DELTA TGTS WERE PLANNED FOR DOUBLE COVERAGE SIMILAR TO ALPHA ON THE FIRST MSN. THIS DEFINITELY HELPED IN PROVIDING MORE COVERAGE DUE TO RAPID MOVEMENT OF CLOUDS OVER THESE SMALL ISLANDS. ☐ TAKE OFF WAS ALSO ARROW STRAIGHT AND HE FLEW HIS MSN AS BRIEFED IN SPITE OF UNDERCAST OVER MOST OF THE ROUTE. HE WAS ALSO TRACKED OUTBOUND BY SHIPS RADAR AND WAS AGAIN PICKED UP AT APPROX 280 NM ON RETURN TRACK. HIS LET DOWN WORKED OUT VERY WELL AND HE ALSO ARRIVED OVER THE SHIP TO AN UN-FORECAST SEA STATE 4 WITH THE DECK PITCHING ABOUT 8 FT. HE MADE A VERY GOOD APPROACH AVERAGING OUT THE UP AND DOWN OF THE UNSTABILIZED BOUNCING MEAT BALL AND MADE A PERFECT

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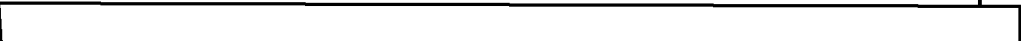
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TRAP ON THE NUMBER 3 WIRE ON THE FIRST ATTEMPT. THE CONFIDENCE HAS OF BOTH PILOTS ~~WXXE~~ INCREASED SEVERAL POINTS ALTHOUGH THEY SHOWED ABSOLUTELY NO RESERVATIONS OR CONCER PRIOR TO THESE MSNS.

5. WE DID A LOT OF WORRYING OVER HIGH HUMIDITY AFFECTS ON THE  AND RAN SOME EXPERIMENTS ENROUTE THAT PROBABLY PAID OFF. IT WAS FOUND THAT THE COLD TEMP IN THE ASCC WOULD CAUSE IT TO FOG UP WHEN BROUGHT OUT INTO THE THE WARM MOIST AIR. WE WERE THEN FORCED TO BRING IT DOWN AND STORE IT IN THE SHIPPING CONTAINER ON THE HANGAR DECK SO THAT THE TEMPERATURE WOULD BE STABALIZED AT LOADING TIME. I HAVE SOME IDEAS ON IMPROVING THIS BUT WE HAD TO USE THESE PROCEDURES ON THIS EXERCISE AND THEY WORKED OUT OK. THE TAKE IS REALLY SHARP, 

NPIC

REP, IS WELL PLEASED WITH THE COVERAGE AND THE QUALITY OF THE MATERIAL.

6. THE COOPERATION AND SUPPORT RECEIVED FROM  DEPARTMENT HEADS AND SHIPS COMPANY HAS BEEN OUTSTANDING. THEIR EVERY EFFORT HAS BEEN DIRECTED TOWARD THE COMPLETION OF OUR MSN.  HAS BEEN VERY EASY TO WORK WITH AND HAS RESPONDED TO EACH REQUEST. WE IN TURN HAVE KEPT HIM WELL INFORMED AND HAVE MAINTAINED A VERY PLEASANT

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~~ENEMY~~

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RELATIONSHIP THROUGHOUT THE CRUISE. THE MORALE OF ALL OF THE DET PERSONNEL HAS REMAINED VERY HIGH AND THEY HAVE APPARENTLY REALLY ENJOYED THEIR FIRST VOYAGE ABOARD A CARRIER.

7. THE FINAL REMARK OF THE BIG BOSS WHO DEPARTED WITH YOU ON THE COD AFTER REQUALS WAS "GET THOSE PICTURES". BELIEVE YOU CAN NOW SAFELY TELL HIM THAT YOU HAVE THEM.

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